



Secondary Road Patrol and Traffic Accident Prevention (SRP) Program

ANNUAL REPORT

Fiscal Year 2003

(October 1, 2002 - September 30, 2003)

Compiled from data submitted to the
Office of Highway Safety Planning
Lansing, Michigan

FOREWORD

The Office of Highway Safety Planning (OHSP) appreciates the opportunity to work with Michigan's Sheriffs in promoting traffic safety. We believe the Secondary Road Patrol and Traffic Accident Prevention (SRP) program can have a significant impact in reducing the number of traffic crashes on secondary roads. We look forward to the continued success of the SRP program.

For those interested in accessing this report through the Internet, you can find our Website at **<http://www.michigan.gov/ohsp>**, then click Law Enforcement Programs.

Michael L. Prince
Division Director
Office of Highway Safety Planning

April 1, 2004

ACKNOWLEDGMENTS

This report was compiled by the Office of Highway Safety Planning
from documents submitted by each participating county.

OHSP STAFF INCLUDED

Kim Kelly
Sandy Eyre

For more information

**Office of Highway Safety Planning
Michigan Department of State Police
4000 Collins Road, P.O. Box 30633
Lansing, Michigan 48909-8133**

phone (517) 333-5303

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INTRODUCTION

The Secondary Road Patrol and Traffic Accident Prevention program was created by Public Act 416 of 1978. The program is often referred to as the "SRP" or "416" program, and the reader will see those terms used frequently in this report. This state grant program provides county sheriff departments with funding for patrol of county and local roads outside the corporate limits of cities and villages. The program has the legislated primary responsibility of traffic enforcement and traffic accident prevention.

The program began on October 1, 1978, with 78 counties participating. On October 1, 1989, the program was transferred by Executive Order #1989-4 from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning (OHSP). Public Act 416 of 1978, as amended, requires two reports to be submitted to the Legislature:

- An **Annual Report** containing the recommendations of OHSP on methods of improving coordination of local and state law enforcement agencies in the state, improving law enforcement training programs and improving communications systems of law enforcement agencies, and a description of the role alcohol played in the incidence of fatal and personal injury accidents in the state. This report is due May 1 each year.
- An **Impact and Cost Effectiveness Study** is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the Secondary Road Patrol program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

As in previous years, the **Annual Report** and **Impact and Cost Effectiveness Study** for state fiscal year 2003 (FY03) are combined into a single document, and referred to as the **Annual Report**.

Program data is derived from semi-annual and annual reports submitted by each participating county as part of its reporting requirements. This data is collected on a state fiscal year basis (October 1 through September 30) each year.

EXCERPTS FROM PUBLIC ACT 416 OF 1978 *(For complete law, see page 14)*

The sheriff department is the primary agency responsible for providing certain services on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff department also provides these services on any portion of any other highway or road within the boundaries of a county park.

Services to Be Provided:

- Patrolling and monitoring traffic violations.
- Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the services required by the Act.
- Investigating accidents involving motor vehicles.
- Providing emergency assistance to persons on or near a highway or road patrolled as required by the Act.

The sheriff can provide these services on secondary roads within a city or village if the legislative body of the local unit of government passes a resolution requesting the services.

How Funds Can Be Spent:

The counties are required to enter into a contractual arrangement with OHSP in order to receive funds. Funds can be spent as follows:

- Employing additional personnel
- Purchasing additional equipment
- Enforcing laws in state and county parks
- Providing selective motor vehicle inspection programs
- Providing traffic safety information and education programs that are in addition to those provided before the effective date of the Act, October 1, 1978

Allocation of Funds Under the Act:

“ . . . a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976 through June 30, 1977.”

Maintenance of Effort (MOE):

SRP funds are mandated to *supplement* secondary road patrol efforts by counties, *not to supplant, or replace county funding*. Counties are ineligible for SRP funding if they reduce the level of County-Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. *“An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services”* (Section 51.77(1)). This provision is known as the "Maintenance of Effort," or MOE. Counties are required to report the number of deputies they have at the beginning of each funding year. These figures are compared with those reported for October 1, 1978. If the county has fewer county supported deputies, they must either replace the personnel or prove economic hardship in order to receive SRP funds. If reductions become necessary, the county is required to report this to OHSP who will determine if the reduction meets the requirements of the Act.

Part One:
**LAW ENFORCEMENT COORDINATION,
TRAINING AND COMMUNICATIONS**

I. SHERIFF REPORTS

Initial Report data is derived from the application submitted to OHSP by the participating agencies.

Coordination of Law Enforcement Agencies

Law enforcement coordination methods range from formal written agreements that identify primary responsibility for specific functions and areas of service, to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support between participating agencies. Many sheriff departments have mutual aid agreements which usually identify the interagency resources that can be provided in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise that is not normally required by the smaller agencies.

The law requires that each sheriff, the director of the Michigan Department of State Police and the division director of the Office of Highway Safety Planning (OHSP) meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county.

In 2001, written law enforcement agreements were obtained from all counties in the program. These will be updated at least every 4 years, after an election year, and more often if changes occur. Seventy-five sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal intelligence data, traffic problems of mutual concern and investigative deployment in conjunction with undercover operations. Seventy-nine sheriffs reported that they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and with other public safety and emergency service providers. The Michigan Sheriffs Association (MSA) represents the interests of all sheriff departments and coordinates issues of statewide concern after receiving input from the sheriffs.

Law Enforcement Training

Based on Initial Reports, the most important training attended by deputies during the past year was Legal Update, Firearms/Weapons, Domestic/Juvenile/Spouse Abuse and Alcohol Enforcement Training. They report that they have a need for additional training in the areas of Report Writing, Looking Beyond the Stop, Pursuit Driving and Self-Defense/Restraint Equipment. Training programs are carried out through in-service programs within departments and by regional law enforcement training academies and consortiums. Information from the Annual Program Report indicates that **75** agencies

report providing in-service training sessions to certified road patrol officers. A total of **3,000 sessions were held, resulting in 53,927 hours of instruction to 3,867 officers.**

Communication Systems

Most sheriffs report that basic levels of communications are available for emergency response. All county agencies have access to the Law Enforcement Information Network (LEIN).

II. RECOMMENDATIONS

Improving Law Enforcement Coordination

Cooperation between county, local and state agencies appears to be the key toward improvements in this area. These cooperative efforts are reducing duplication and ensure the maximum use of available resources. Some of the recommendations provided by county agencies include:

- Central dispatch radio system improvements
- Regularly scheduled meetings for sharing of information and improving attendance
- Joint training opportunities
- Common working frequency for law enforcement agencies
- Centralized record system
- Multijurisdictional task forces, investigative teams and law enforcement centers

Improving Law Enforcement Training

Based on input from participating agencies, the recommendations include:

- Standardize in-service training requirements
- Increase availability of train-the-trainer programs
- Coordinate training programs between agencies

The Office of Highway Safety Planning offered training to all law enforcement agencies in the following program areas:

- **Standardized Field Sobriety Testing** – Four types of SFST training was offered throughout the year - train the trainer course, instructor update training, practitioner training and Horizon Gaze Nysta (HGN) training. As a result, there are 23 new instructors; 482 practitioners received training and 175 students became proficient in HGN.
- **Spotlight, Lookout, and Party Patrol** – Law enforcement agencies in Michigan receive grant funding each year to pay for overtime enforcement of underage drinking laws through programs such as SPOTLIGHT, LOOKOUT, and PARTY PATROLS. These programs emphasize education and prevention to discourage minors from consuming and attempting to consume alcohol. SPOTLIGHT has law

enforcement officers and retailers working together to deter minors from purchasing (or adults to purchase for minors) alcohol. LOOKOUT has law enforcement officers working with festival organizers in their communities. PARTY PATROLS has officers responding to parties and working with schools to prevent parties from happening. In FY03, fourteen counties in Michigan participated in these programs.

- **SRP Annual Training** – Training was provided by specialists on topics such as Federal Highway Administration's Safety Priorities, Fraudulent and Counterfeit Identification, Traffic Stops-The Original Homeland Security, Innovative Youth Alcohol Enforcement Programs, School Bus Safety, Rural Road Safety and MPO Safety Conscious Planning, Intersection and Safety Elderly Mobility, Success Without Stress.

Improving Law Enforcement Communications

Most counties indicate a need for continued development of communications systems, statewide. In the initial reports filed earlier this fiscal year, four counties indicate that citizens are still required to use individual phone numbers for each emergency service. The result is potential confusion and increased response times for emergency service. Other improvements needed include:

- **Equipment** - Some agencies have indicated continued deficiencies in communications equipment that impact local emergency operations.

There were seventeen counties identified in which officers are not always able to communicate with their radio dispatcher from their patrol vehicle. Others report that officers are not equipped with portable radios when away from the patrol car. Of those counties without ability to communicate in some areas, it was reported that the average county area in which officers do not have reliable communication with dispatch is less than fourteen percent. This results in an environment that is hazardous for the officer and citizens as well. One of the factors involved is that much of the communications equipment originally purchased for the existing dispatch facilities and field units has become outdated, in need of continual repair or become completely inoperable. Agencies cite a need for additional funding to purchase hand-held radios, high band radio systems, and other updated communications equipment.

- **Mutual Frequencies** - As staff shortages become more of a reality, agencies are required to depend upon neighboring departments for assistance. This means a greater need for officers to be equipped with radios operating on mutual frequencies. This is particularly important during incidents such as major traffic crashes, hostage incidents, barricaded suspects, etc., where communication between different agencies is critical.
- **Legislation** - There has been a continued need for improved legislative initiatives for funding of Emergency 9-1-1 System and central dispatch systems.

Part Two:
IMPACT AND COST EFFECTIVENESS STUDY

I. EVALUATION BACKGROUND INFORMATION

Number of Counties Included in Evaluation

Maintenance of Effort (MOE) and crash data include all 83 counties. FY03 activity data include 82 of Michigan's 83 counties (Iosco county did not qualify for FY03 SRP program funding).

Data Collection and Definitions

Data was submitted by 82 counties that participated in FY03.

Definitions of variables used in this report.

- **Accident Investigation** - Response to reported accidents, initial investigation and evidence collection.
- **Accident (or Crash)** - A motor vehicle crash that has been reported to the Michigan State Police by state, county or local law enforcement. With few exceptions, OHSP prefers the term "crash" because it does not infer or assign responsibility for the act. The exception is when one discusses acts of intent. For example, if a fugitive intentionally crashes his/her car into a patrol car in an effort to elude police, the crash is deemed "intentional," and is not reported to the State as a traffic "crash."
- **Alcohol-Related Accidents (Crashes)** - Traffic crashes where one or more of the drivers involved Had Been Drinking (HBD).
- **Arrests** - Criminal arrests, either felony or misdemeanor.
- **Citations** - All violations of either a state law or local ordinance, both moving and non-moving violations.
- **Crime** - Felony and misdemeanor crimes that have been reported to the Michigan State Police Uniform Crime Reporting System by state, county and local agencies as substantiated crimes.
- **Criminal Complaint Responses** - The response to any situation where a citizen reports that a crime (felony or misdemeanor) was committed or is in progress.
- **Law Enforcement Assistance** - Assisting a law enforcement officer of a different department (state or local) or of the same department. This includes Department of Natural Resources officers, Liquor Control Commission personnel, etc.

- **Motorist Assist** - Assisting citizens who need help. This is primarily where an automobile becomes inoperative and the citizen is stranded.

Evaluation Goals

- To determine whether the counties are continuing to maintain the support of their county supported road patrol at a level comparable to or greater than the base line period of October 1, 1978.
- To determine the activity level of Secondary Road Patrol Program deputies.

II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual program reports submitted to OHSP by participating agencies. This activity is compiled on a fiscal year basis (October 1, 2002, through September 30, 2003).

Services Provided

When the SRP program began in FY79 many counties used a portion of the funds for vehicle inspection and traffic safety education programs. The vehicle inspection program consists primarily of stopping vehicles where it is apparent that certain safety equipment is in need of repair, and issuing a repair and report citation. In most situations, the citation is voided when the owner can substantiate that the necessary repairs have been made.

While the number of vehicle inspections have declined, traffic safety education programs continue to be provided. The main focus of the SRP program, however, continues to be traffic enforcement.

Funding

Beginning with FY92, the program began a transition from 100 percent General Fund support to one funded partially by General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated that five dollars (\$5) be assessed to violators of most moving violations, and that the \$5 surcharge be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Accident Prevention grants and police officer training through the Michigan Commission on Law Enforcement Standards (COLES). In December 2001, this surcharge was increased to \$10, and the General Fund portion was decreased for FY 02. The General Fund appropriation was eliminated in 2003 and for subsequent years.

It is the intent of OHSP to distribute to the counties every dollar of available funds for enforcement of P.A. 416 while maintaining fiscal integrity of the program. To accomplish this, each July OHSP estimates the amount of funding for the fiscal year beginning October 1, applies a distribution formula as prescribed by law, and notifies each county of its annual allocation. The estimate is based on:

- Actual Surcharge revenues for the first nine months of the fiscal year
- Plus an estimation of Surcharge revenues for the last three months of the fiscal year
- Plus any projected carryover funds from the current fiscal year
- Minus a Reserve for fiscal integrity

Revenues generated by the surcharge program, including carryover funds from 2002, account for 100 percent of funding allocated to counties in 2003. However, it is impossible to predict with certainty the amount of revenue that will be generated by the surcharge program. State law does not permit program expenditures to exceed financial support, and actual receipts have been known to fall short of the estimate. To guard against the possibility of violating State law, OHSP believes it is fiscally prudent to reduce the annual estimate by a modest amount held in reserve. If the July estimation of revenues holds true for the entire fiscal year, OHSP carries this reserve, along with any other unused restricted monies, into the next fiscal year. Carryover monies are then included in the next fiscal year's total budget. Funds which are not allocated to a county because it did not qualify under the provisions of P.A. 416 remain available to that county throughout the fiscal year, in case they come into compliance. Unused monies from qualifying and non-qualifying counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

Personnel

The largest expenditure of SRP funds each year is for personnel. The expenditures include salaries and fringe benefits.

Number of Road Patrol Deputies in FY03.....	2,514.0
SRP State Funded.....	183.0
County Funded	1,544.5
Locally Funded	671.9
Other Funds.....	114.6

Page 33 shows the number of SRP deputies employed by the program each fiscal year as compared to County-Funded Road Patrol (CFRP) deputies. The graph on page 35 illustrates the number of SRP-funded deputies from 1984 through 2003.

Activity

Deputies assigned to the Secondary Road Program may patrol county local and primary roads, monitor for traffic law violations, and investigate accidents. A deputy observing a criminal law violation while patrolling may make an arrest. They also may take a criminal complaint which occurred in their patrol area if it is brought to the officer's attention by his/her department. In addition, deputies aid stranded motorists, assist other law enforcement officers, and patrol in county and state parks.

The activity data in the graphs starting on page 37 is based on program reports submitted by each participating agency for FY03. Activity data captured for these graphs include:

- FY03 Average Activities per SRP Deputy
- Comparison of Average Activities per SRP Deputy (1993 vs. 2003)
- Comparison of Average Activities per SRP Deputy (2002 vs. 2003)
- Average Traffic Citations per SRP Deputy
- Average OUIL Arrests Per SRP Deputy
- Total OUIL Arrests by SRP Deputies

Average traffic citations per SRP deputy were up 5.9% percent in 2003 from the 2002 level. Average OUIL arrests per SRP deputy stayed the same in 2003 compared to 2002. Statewide arrests for OUIL were down 1.3 percent in 2002 from the 2001 level. The average level of traffic enforcement activity, a primary focus for Secondary Road Patrol, continued to surpass that of CFRP officers.

One of the most successful aspects of the SRP program has been the annual SRP Training Session. This year's session was opened to other OHSP law enforcement federally funded grantees. The session offered training from specialists on topics such as legal and commercial license, challenges in prosecuting the impaired driver, traffic stops, the original homeland security, success without stress. The training session was expanded to two and one half days beginning in 1997, and continues to be a big success with the officers who attend. This year's session was held April 28-30, 2003 at the Amway Grand Plaza in Grand Rapids in conjunction with the annual Michigan Traffic Safety Summit, and was attended by 131 deputies from 66 counties and 23 other law enforcement officers.

Monitoring

OHSP's administrative responsibilities include monitoring the SRP program. Counties are selected each year for monitoring based on length of time since previous monitoring, and results of previous monitorings. In addition, a few are randomly chosen for review. In FY03, OHSP monitored 7 participating counties.

The monitorings have clearly shown that the intent of most participating counties is to operate a program that fully satisfies the requirements of P.A. 416. Monitorings are performed with the idea of working with the county to improve the SRP program, not to be punitive. Through monitoring and training, OHSP is reaching the three segments that directly affect the program: the sheriff, the SRP deputies, and the county's administrative staff.

The monitoring procedure usually consists of a one-day on-site visit to the county. A representative from OHSP meets with county personnel who oversee the SRP program and financial functions. In most cases, the OHSP representative also has an

opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer "dailies" for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for MOE compliance. The OHSP representative also takes note of the amount of financial supplement provided by the county. Counties are responsible to follow the requirements of P.A. 416 up to the amount allocated. The monitorings conducted by OHSP have shown that the majority of participating counties satisfy the requirements of P.A. 416, that SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

As a result of this monitoring, some counties are asked by OHSP to make certain changes in the way they conduct their SRP program. These requests involve program and financial changes (OHSP later verifies that adjustments were indeed made by the county).

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2002.

General Crash Trends - There were 1,279 persons killed and 112,484 persons injured in 393,515 reported motor vehicle traffic crashes in Michigan during 2002. Compared with the 2001 experience, deaths decreased 3.7 percent, persons injured decreased 0.2 percent, and total reported crashes decreased 1.8 percent. The 393,515 reported crashes in 2002 represent an economic loss to the State of Michigan in the amount of \$9,666,093,200.

Alcohol/Drug Related Crashes - Of all fatal crashes, 32.7 percent involved at least one drinking or drug impaired operator or pedestrian.

IV. COST EFFECTIVENESS

A report issued by the Office of Criminal Justice in April 1982 suggested that SRP deputies were more cost effective for patrolling and monitoring traffic than were County-Funded Road Patrol (CFRP) deputies. It was found that the average secondary road patrol deputy cost 13 percent less than a CFRP deputy, while at the same time, productivity of an SRP deputy exceeded that of a CFRP deputy. However, since the duties of SRP deputies differ from those of regular CFRP deputies, it is impossible to make completely accurate cost comparisons between the two. Officers dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities. In many counties, traffic duty is assigned to deputies with the least seniority, and, therefore, the lowest salaries. Accordingly, one might expect SRP deputies to routinely earn less than do CFRP deputies, and generate more traffic-related activity than do CFRP deputies.

Information submitted by the counties is not independently verified, and funds appropriated to OHSP for administration are insufficient to conduct a scientific study. There are too many variables that need to be considered and not enough consistency and uniformity in the data provided to OHSP to assure validity to such a study.

Counties budget the program during August and September and provide the best estimate of how SRP funds will be utilized. Each county budgets according to the needs of their particular county. Some counties budget only salaries and wages, while others budget all program expenses. Some counties supplement the program, while others choose only to utilize the state funds that are available (P.A. 416 requires that services need only be provided up to the amount of state funding available).

Total reported program expenditures of \$13,541,107* (SRP monies plus estimated contributions by county funds) supported the full-time equivalent of 183 SRP deputies and related expenses (personnel costs, equipment, vehicle maintenance, uniform allowance, travel, etc.) in FY03, equating to a total cost per SRP deputy of \$73,995. Since counties are not required to use SRP funds for personnel costs exclusively, this figure can fluctuate greatly from year to year, and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP personnel costs one year, while choosing to purchase more equipment (a new vehicle, speed measuring devices, breath testing equipment, etc.) the next. The more SRP deputies that are supported by the program, the lower the total cost will be per SRP Deputy.

*(see page 31) The amount of county supplement, which is included in the total reported program expenditures shown here, and on the graph on page 31, can fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses, and absorb the rest of the cost of the program in the county budget without reporting it. Others report larger amounts, and rely on the county supplement to cover non-allowable costs. (OHSP is working to eliminate this practice through the monitoring process.) Because of this, the county supplement should be used only as a general indicator of the degree of additional support that is provided by the counties for the secondary road patrol program, and should not be used for comparisons from year to year.

V. SYNOPSIS OF ACTIVITIES

Activity Levels Per Deputy for FY03 (Based on 183.0* SRP Deputies) (See chart on page 37)

OUIL arrests per deputy	10
Criminal arrests per deputy	47
Motorist assists per deputy	36
Traffic crash investigations per deputy	101
Enforcement assists per deputy	96
Criminal complaints per deputy	97
Traffic citations per deputy	607

Cumulative Figures for All Participating Counties in FY03

Arrests in county parks.....	500
Community safety training sessions.....	6,065
Hours of instruction offered.....	15,855
Citizens instructed.....	171,802
Assists to other state and local agencies	6,333
Criminal arrests	8,625
Citations in county parks	6,229
Law enforcement assists to their own agency.....	17,562
Motorist assists	6,541
Vehicles inspected	3,008
Traffic crash investigations.....	18,393
Criminal reports.....	17,757
Traffic stops	139,930
Traffic citations.....	111,118
Miles of patrol.....	4,176,782

**FY03 SRP program supported full-time equivalent of 183.0 deputies as reported through semi-annual reports submitted to OHSP by participating counties.*

CONCLUSION

The Secondary Road Patrol and Traffic Accident Prevention Program has been in operation since FY79. This report is published annually to document activity and evaluate the effectiveness of the program. While it is possible to make comparisons of activity between individual program years, no “base line” data exists for activity prior to October 1, 1978. It is impossible, therefore, to determine what additional activity took place in FY03 that did not take place prior to October 1, 1978.

The *Michigan Traffic Crash Facts*, published annually by the Office of Highway Safety Planning, separates road types into categories to allow a comparison of the number of crashes and the vehicle miles traveled on county and local roads to the experience on state roads. Michigan’s “traffic crash death rate” (traffic deaths per 100 million motor vehicle miles traveled on all road types) has dropped from 3.1 in 1978 to 1.3 in 2002, a 58.1% decrease. The Office of Highway Safety Planning believes that the SRP program has played a significant role in Michigan’s traffic safety picture, and that having a visible law enforcement presence on secondary roads has had a positive impact on driver behavior.

PUBLIC ACT 416 OF 1978

Executive Order #1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management & Budget's Office of Criminal Justice to the Department of State Police's Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."

Sec. 51.76 (1) As used in this section, "county primary roads", "county local roads", and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.

(2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for that county: except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:

(a) Patrolling and monitoring traffic violations.

(b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.

(c) Investigating accidents involving motor vehicles.

(d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.

(3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or village is located. A resolution of the city or village which is neither approved or disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A

resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

(4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

Sec. 51.77 (1) Before a county may obtain its grant from the amount annually appropriated for secondary road patrol and traffic accident prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the office of criminal justice. A county applying for a grant for secondary road patrol and traffic accident prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county, which information shall be submitted on forms provided by the office of criminal justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for secondary road patrol and traffic accident prevention shall submit a report to the office of criminal justice on a form provided by the office of criminal justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions, and is not merely reducing law enforcement services.

(2) A grant received by a county for secondary road patrol and traffic accident prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the following matters:

(a) Employing additional personnel to provide the services described in section 76(2) and (3).

(b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.

(c) Enforcing laws in state parks and county parks within the county.

(d) Providing selective motor vehicle inspection programs.

(e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.

(3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.

(4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for secondary road patrol and traffic accident prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977.

(5) From the amount annually appropriated for secondary road patrol and traffic accident prevention, the office of criminal justice may be allocated up to 1% for administrative, planning, and reporting purposes.

(6) The annual report required under subsection (1) shall include the following:

(a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.

(b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.

(c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.

(d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.

(e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.

(f) The total number of sworn officers in the sheriff's department.

(g) The number of sworn officers in the sheriff's department assigned to road safety programs.

(h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.

(i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.

(j) The law enforcement plan developed under subsection (7).

(k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.

(l) Other information required by the department of management and budget.

(7) The sheriff of each county, the director of the department of state police, and the director of the office of criminal justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.

(8) Before May 1 of each year, the office of criminal justice shall submit a report to the legislature. The report shall contain the following:

(a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).

(b) The recommendations of the office of criminal justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.

(c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.

(9) From the 1% allocated to the office of criminal justice for administration, planning, and reporting, the office of criminal justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan sheriffs' association, the Michigan association of chiefs of police, and the department of state police. Annual reports on results of the study shall be submitted to the senate and house appropriations committees by April 1 of each year.

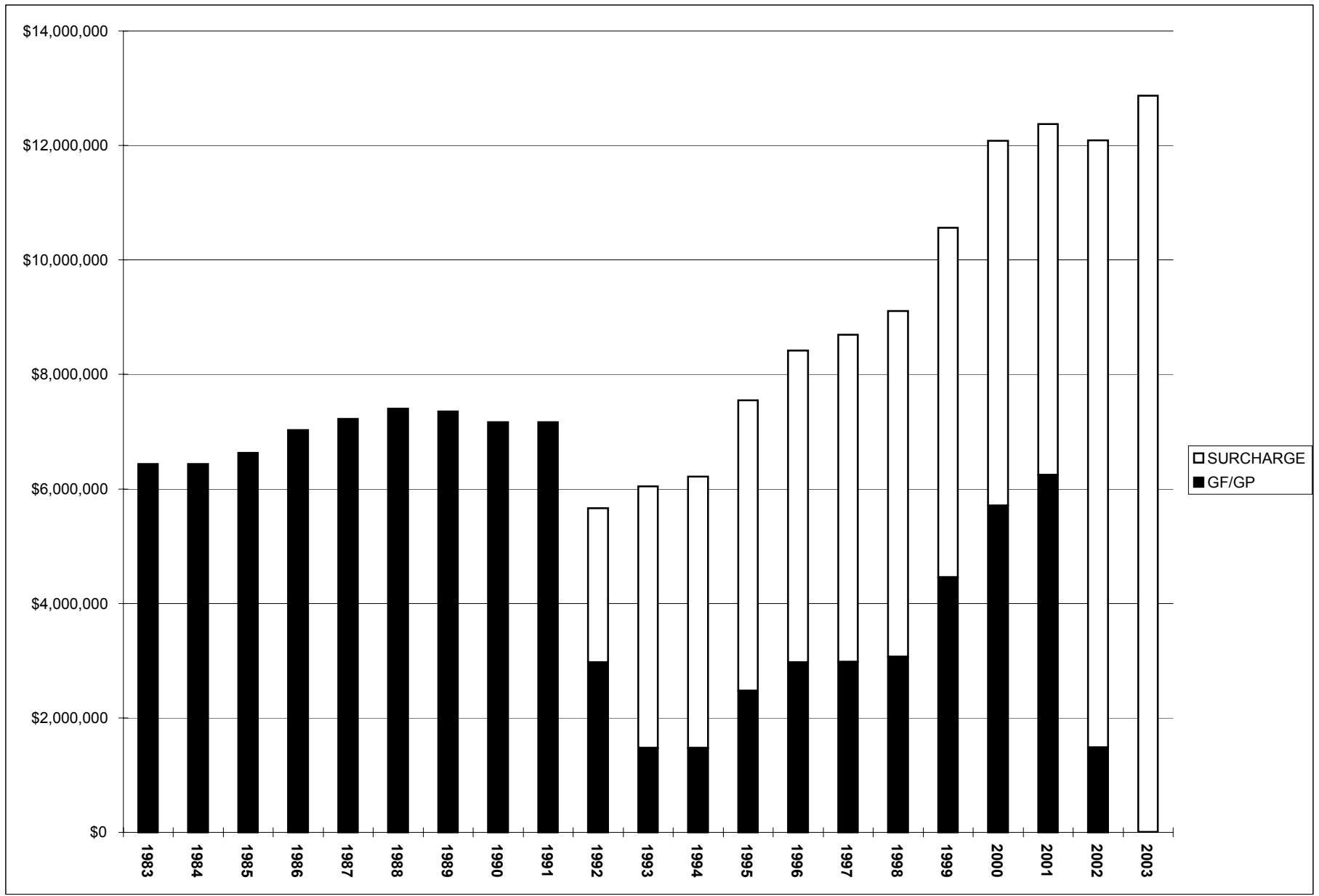
TABLES, CHARTS AND GRAPHS

**OFFICE OF HIGHWAY SAFETY PLANNING
SRP APPROPRIATION HISTORY**

	FISCAL YEAR	GENERAL FUND APPROPRIATION	SEC RD PATROL APPROPRIATION	TOTAL APPROPRIATION
COMBINED	1979	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1980	\$8,700,000.00	\$0.00	\$8,700,000.00
COMBINED	1981	\$6,400,000.00	\$0.00	\$6,400,000.00
COMBINED	1982	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1983	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1984	\$6,500,000.00	\$0.00	\$6,500,000.00
COMBINED	1985	\$6,700,000.00	\$0.00	\$6,700,000.00
COMBINED	1986	\$7,100,000.00	\$0.00	\$7,100,000.00
COMBINED	1987	\$7,300,000.00	\$0.00	\$7,300,000.00
COMBINED	1988	\$7,480,000.00	\$0.00	\$7,480,000.00
COMBINED	1989	\$7,423,900.00	\$0.00	\$7,423,900.00
COMBINED (See Note Below)	1990	\$7,239,500.00	\$0.00	\$7,239,500.00
PROGRAM	1991	\$7,165,500.00	\$0.00	\$7,165,500.00
ADMINISTRATION	1991	\$74,000.00	\$0.00	\$74,000.00
		\$7,239,500.00	\$0.00	\$7,239,500.00
PROGRAM	1992	\$2,968,900.00	\$3,744,500.00	\$6,713,400.00
ADMINISTRATION	1992	\$72,600.00	\$0.00	\$72,600.00
		\$3,041,500.00	\$3,744,500.00	\$6,786,000.00
PROGRAM	1993	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1993	\$75,100.00	\$0.00	\$75,100.00
		\$1,544,000.00	\$5,244,500.00	\$6,788,500.00
PROGRAM	1994	\$1,468,900.00	\$5,244,500.00	\$6,713,400.00
ADMINISTRATION	1994	\$75,700.00	\$0.00	\$75,700.00
		\$1,544,600.00	\$5,244,500.00	\$6,789,100.00
PROGRAM	1995	\$2,468,900.00	\$4,644,500.00	\$7,113,400.00
ADMINISTRATION	1995	\$77,500.00	\$0.00	\$77,500.00
		\$2,546,400.00	\$4,644,500.00	\$7,190,900.00
PROGRAM	1996	\$2,968,900.00	\$5,044,100.00	\$8,013,000.00
FY95 Carry-Forward	1996	\$0.00	\$900,000.00	\$900,000.00
ADMINISTRATION	1996	\$79,300.00	\$0.00	\$79,300.00
		\$3,048,200.00	\$5,944,100.00	\$8,992,300.00
PROGRAM	1997	\$2,970,600.00	\$5,535,200.00	\$8,505,800.00
FY96 Carry-Forward	1997	\$0.00	\$800,000.00	\$800,000.00
ADMINISTRATION	1997	\$77,600.00	\$0.00	\$77,600.00
		\$3,048,200.00	\$6,335,200.00	\$9,383,400.00
PROGRAM	1998	\$3,059,700.00	\$5,701,300.00	\$8,761,000.00
ADMINISTRATION	1998	\$78,100.00	\$0.00	\$78,100.00
		\$3,137,800.00	\$5,701,300.00	\$8,839,100.00
PROGRAM	1999	\$4,452,100.00	\$6,069,000.00	\$10,521,100.00
ADMINISTRATION	1999	\$80,500.00	\$0.00	\$80,500.00
		\$4,532,600.00	\$6,069,000.00	\$10,601,600.00
PROGRAM	2000	\$5,702,100.00	\$6,152,300.00	\$11,854,400.00
ADMINISTRATION	2000	\$83,300.00	\$0.00	\$83,300.00
		\$5,785,400.00	\$6,152,300.00	\$11,937,700.00
PROGRAM	2001	\$6,240,900.00	\$6,152,300.00	\$12,393,200.00
ADMINISTRATION	2001	\$86,200.00	\$0.00	\$86,200.00
		\$6,327,100.00	\$6,152,300.00	\$12,479,400.00
PROGRAM	2002	\$1,480,000.00	\$10,902,300.00	\$12,382,300.00
ADMINISTRATION	2002	\$123,800.00	\$0.00	\$123,800.00
		\$1,603,800.00	\$10,902,300.00	\$12,506,100.00
COMBINED	2003	\$0.00	\$12,506,600.00	\$12,506,600.00

NOTE: Prior to 1991, Program and Administration appropriation was combined. The department administering the SRP program was allowed to spend up to 1% of the general fund appropriation. Beginning in FY91, Program and Administration became line item appropriations. In 2003, they were once again combined into one appropriation line, with up to 1% for administration. Beginning in December of 2002, the surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled. The general fund appropriation was decreased for 2002, and was eliminated in 2003.

SRP Program Funding



History of SRP Program Expenditures

FISCAL YEAR	AVAILABLE TO COUNTIES	EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463

Secondary Road Patrol FY 2003 Allocation

2003 STATE ALLOCATION

\$12,385,600

COUNTY	ALLOCATION PERCENTAGE	COUNTY ALLOCATION	MAINTENANCE OF EFFORT REQUIREMENT
ALCONA	0.393	48,675	4.0
ALGER	0.322	39,882	0.0
ALLEGAN	1.216	150,609	18.0
ALPENA	0.578	71,589	1.0
ANTRIM	0.465	57,593	7.0
ARENAC	0.396	49,047	3.0
BARAGA	0.310	38,395	0.0
BARRY	0.692	85,708	11.0
BAY	1.499	185,660	23.0
BENZIE	0.353	43,721	4.0
BERRIEN	2.075	257,001	24.0
BRANCH	0.747	92,520	13.0
CALHOUN	1.762	218,234	17.0
CASS	0.766	94,874	14.0
CHARLEVOIX	0.442	54,744	7.0
CHEBOYGAN	0.563	69,731	2.0
CHIPPEWA	0.706	87,442	6.0
CLARE	0.531	65,768	4.0
CLINTON	0.857	106,145	9.0
CRAWFORD	0.369	45,703	3.0
DELTA	0.696	86,204	5.0
DICKINSON	0.491	60,813	3.0
EATON	1.090	135,003	17.0
EMMET	0.514	63,662	10.0
GENESEE	4.380	542,489	21.0
GLADWIN	0.467	57,841	5.0
GOGEBIC	0.415	51,400	6.0
GRAND TRAVERSE	0.836	103,544	19.0
GRATIOT	0.782	96,855	7.0
HILLSDALE	0.758	93,883	9.0
HOUGHTON	0.570	70,598	4.0
HURON	0.838	103,791	13.0
INGHAM	2.310	286,107	12.0
IONIA	0.749	92,768	9.0
IOSCO	0.626	77,534	10.5
IRON	0.389	48,180	1.0
ISABELLA	0.782	96,855	7.0
JACKSON	1.926	238,547	24.0
KALAMAZOO	2.010	248,951	27.0
KALKASKA	0.435	53,877	4.0
KENT	4.123	510,658	77.0
KEWEENAW	0.188	23,285	2.0
LAKE	0.422	52,267	4.0

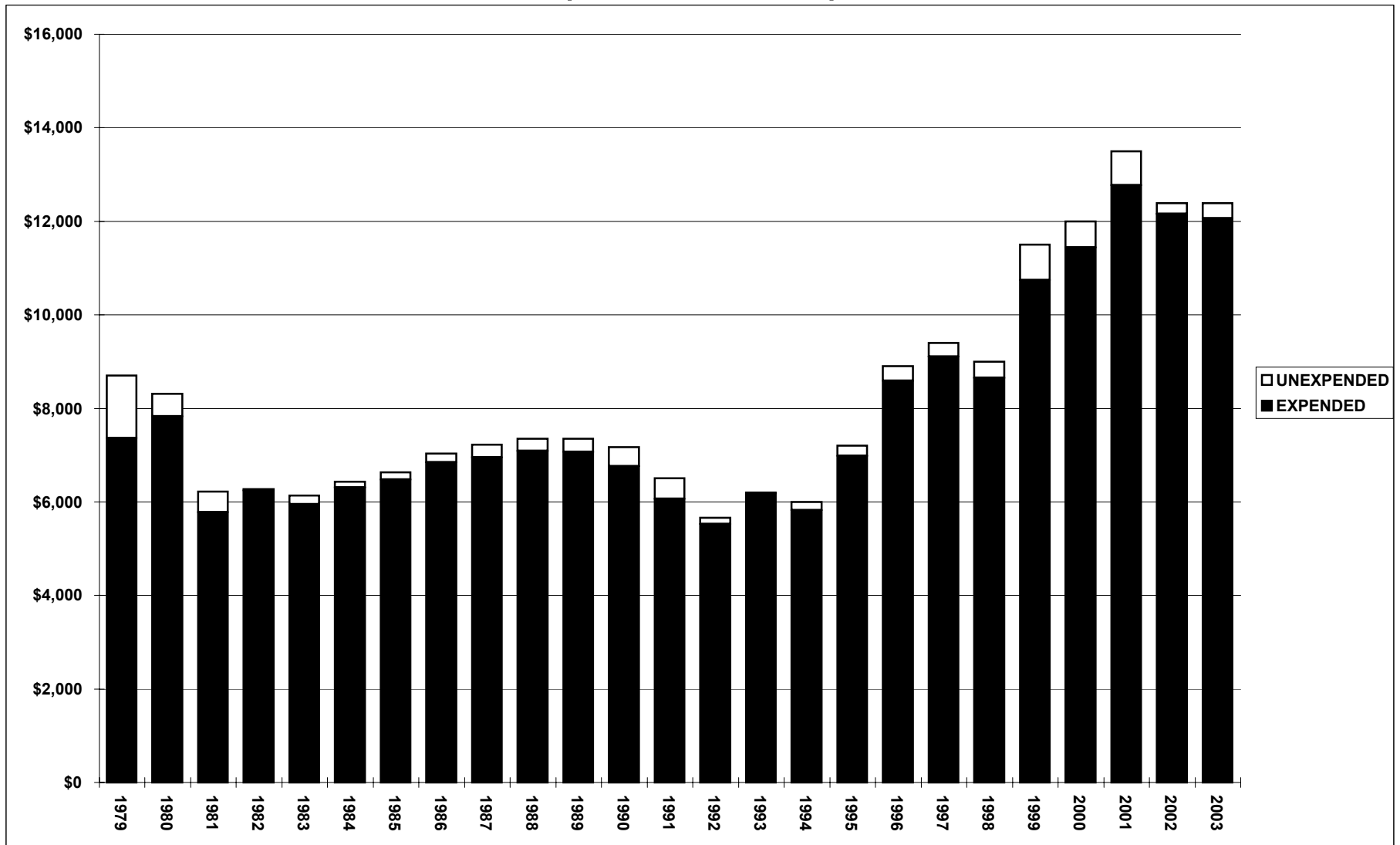
Secondary Road Patrol FY 2003 Allocation

2003 STATE ALLOCATION

\$12,385,600

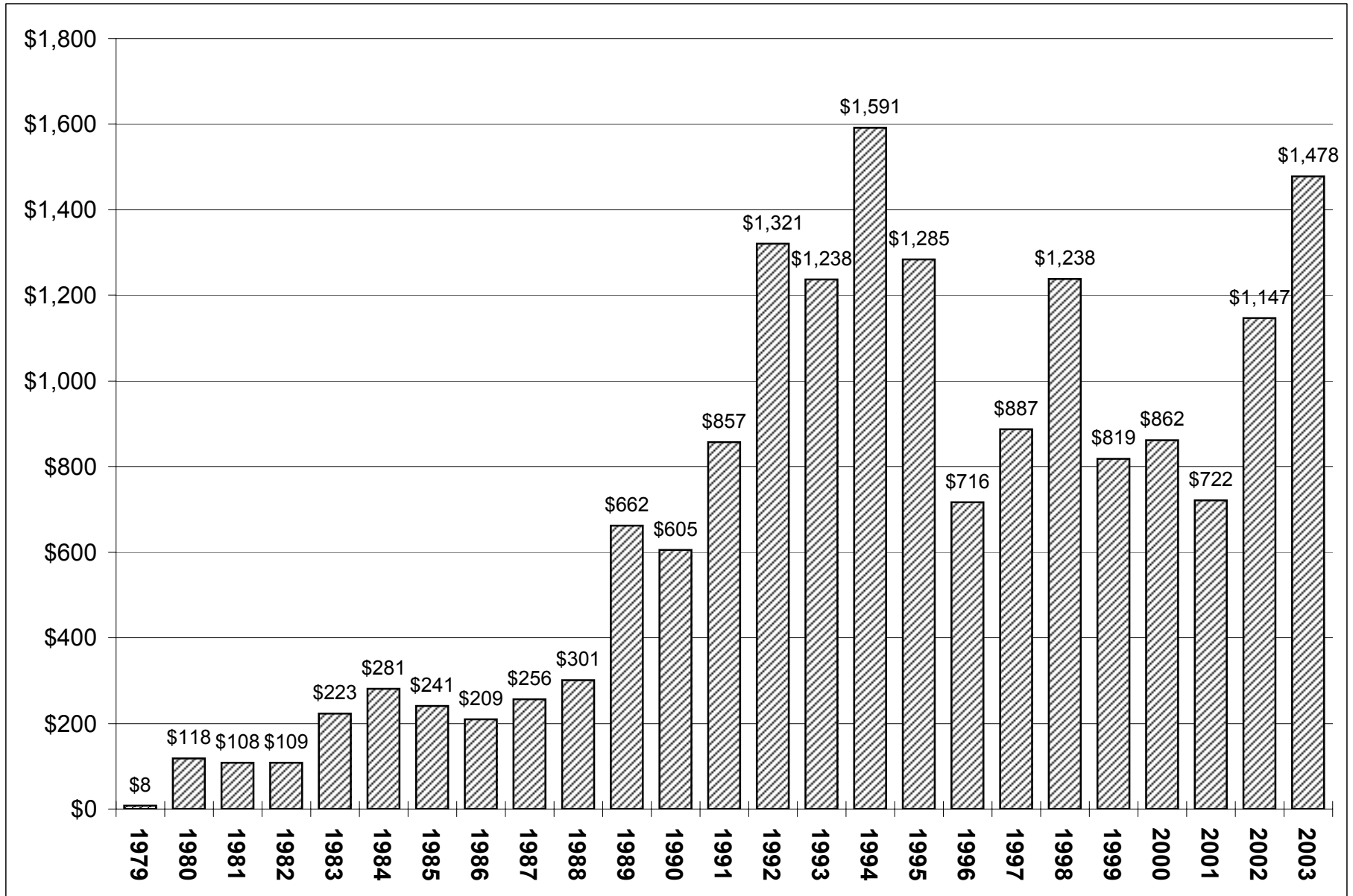
COUNTY	ALLOCATION PERCENTAGE	COUNTY ALLOCATION	MAINTENANCE OF EFFORT REQUIREMENT
LAPEER	0.925	114,567	7.0
LEELANAU	0.389	48,180	7.0
LENAWEE	1.221	151,228	24.0
LIVINGSTON	1.032	127,819	15.0
LUCE	0.279	34,556	0.0
MACKINAC	0.366	45,331	5.0
MACOMB	5.173	640,707	68.0
MANISTEE	0.569	70,474	5.0
MARQUETTE	0.906	112,214	11.0
MASON	0.555	68,740	10.0
MECOSTA	0.597	73,942	2.5
MENOMINEE	0.650	80,506	2.0
MIDLAND	0.833	103,172	19.0
MISSAUKEE	0.415	51,400	1.0
MONROE	1.733	214,642	36.0
MONTCALM	0.836	103,544	13.0
MONTMORENCY	0.352	43,597	6.0
MUSKEGON	1.590	196,931	23.0
NEWAYGO	0.774	95,865	12.0
OAKLAND	8.459	1,047,698	48.0
OCEANA	0.562	69,607	8.0
OGEMAW	0.461	57,098	4.0
ONTONAGON	0.356	44,093	6.0
OSCEOLA	0.486	60,194	0.0
OSCODA	0.360	44,588	4.0
OTSEGO	0.448	55,487	9.0
OTTAWA	1.907	236,193	23.0
PRESQUE ISLE	0.427	52,887	5.0
ROSCOMMON	0.455	56,354	11.0
SAGINAW	2.472	306,172	25.0
ST. CLAIR	1.629	201,761	18.0
ST. JOSEPH	0.801	99,209	10.0
SANILAC	0.899	111,347	10.0
SCHOOLCRAFT	0.301	37,281	0.0
SHIAWASSEE	0.917	113,576	15.0
TUSCOLA	0.967	119,769	11.0
VANBUREN	0.901	111,594	0.0
WASHTENAW	2.196	271,988	34.0
WAYNE	14.407	1,784,393	60.0
WEXFORD	0.555	68,740	9.0
TOTALS	1.000	\$12,385,600	

SRP Program Funds Expended (in thousands)



SRP Program - County Contributions Only

(in thousands)(see * on page 12 for additional explanation)

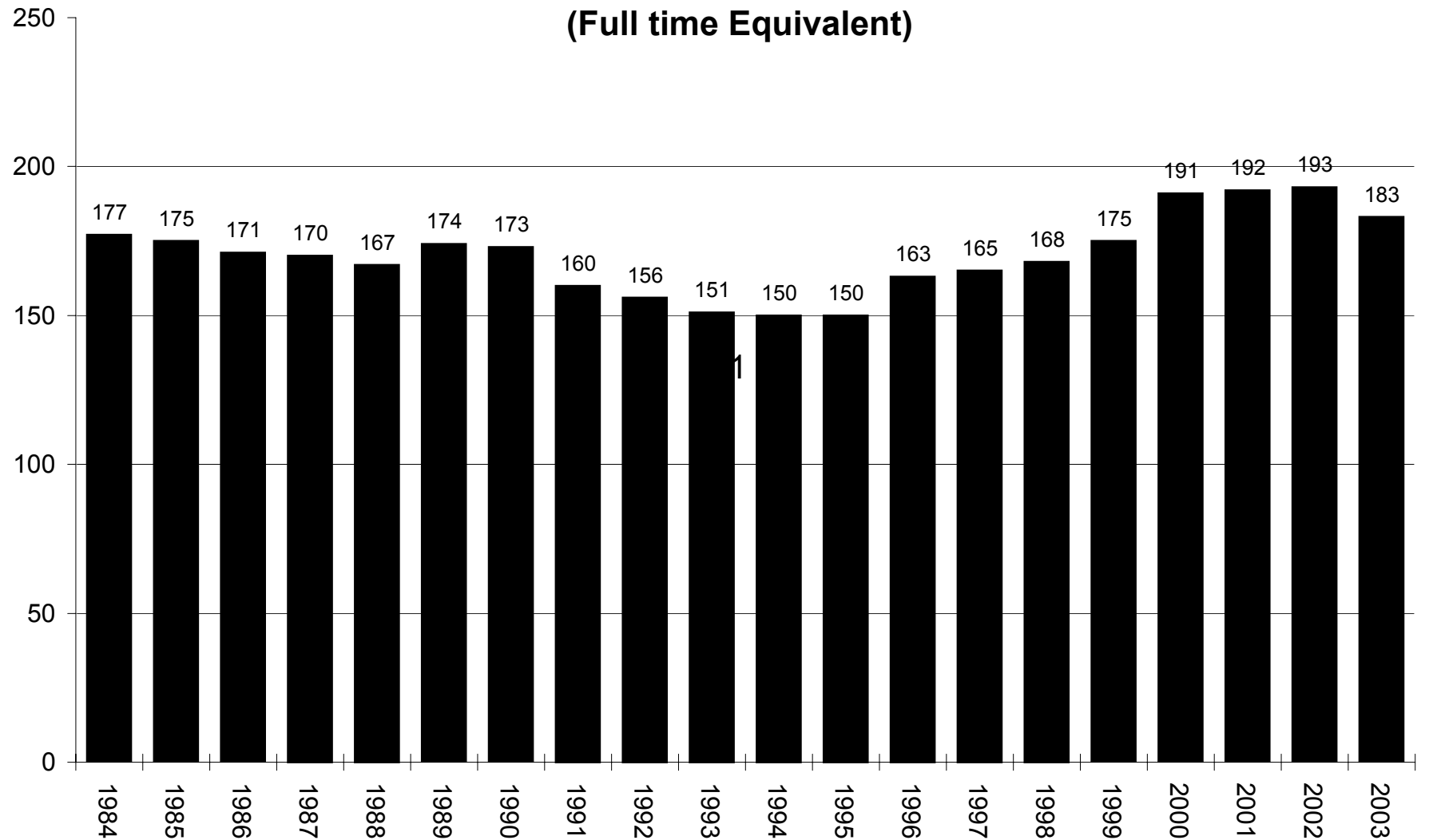


Comparison of Number of SRP Deputies and County Funded Road Patrol Deputies *

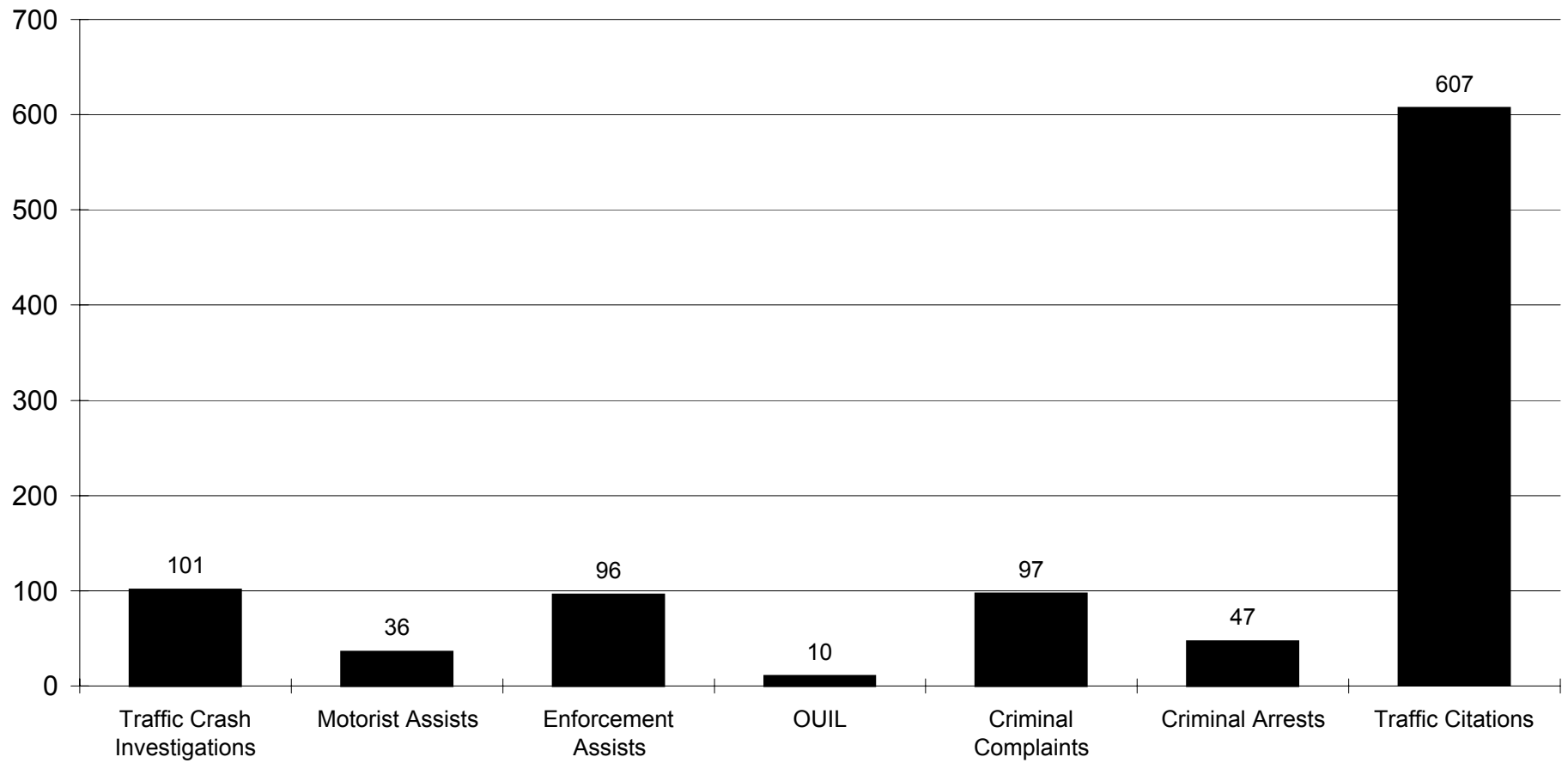
FISCAL YEAR	PROGRAM YEAR	SRP ROAD PATROL DEPUTIES	COUNTY FUNDED DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,328.1
1994	16th	150.0	1,287.0
1995	17th	150.1	1,301.3
1996	18th	162.5	1,335.2
1997	19th	164.7	1,328.0
1998	20th	167.6	1,386.7
1999	21st	175.0	1,417.4
2000	22nd	191.0	1,476.7
2001	23rd	192.0	1,434.3
2002	24th	192.7	1,521.1
2003	25th	183.0	1,544.5

*Number of full-time equivalent deputies as reported through semi-annual reports submitted to OHSP by participating counties.

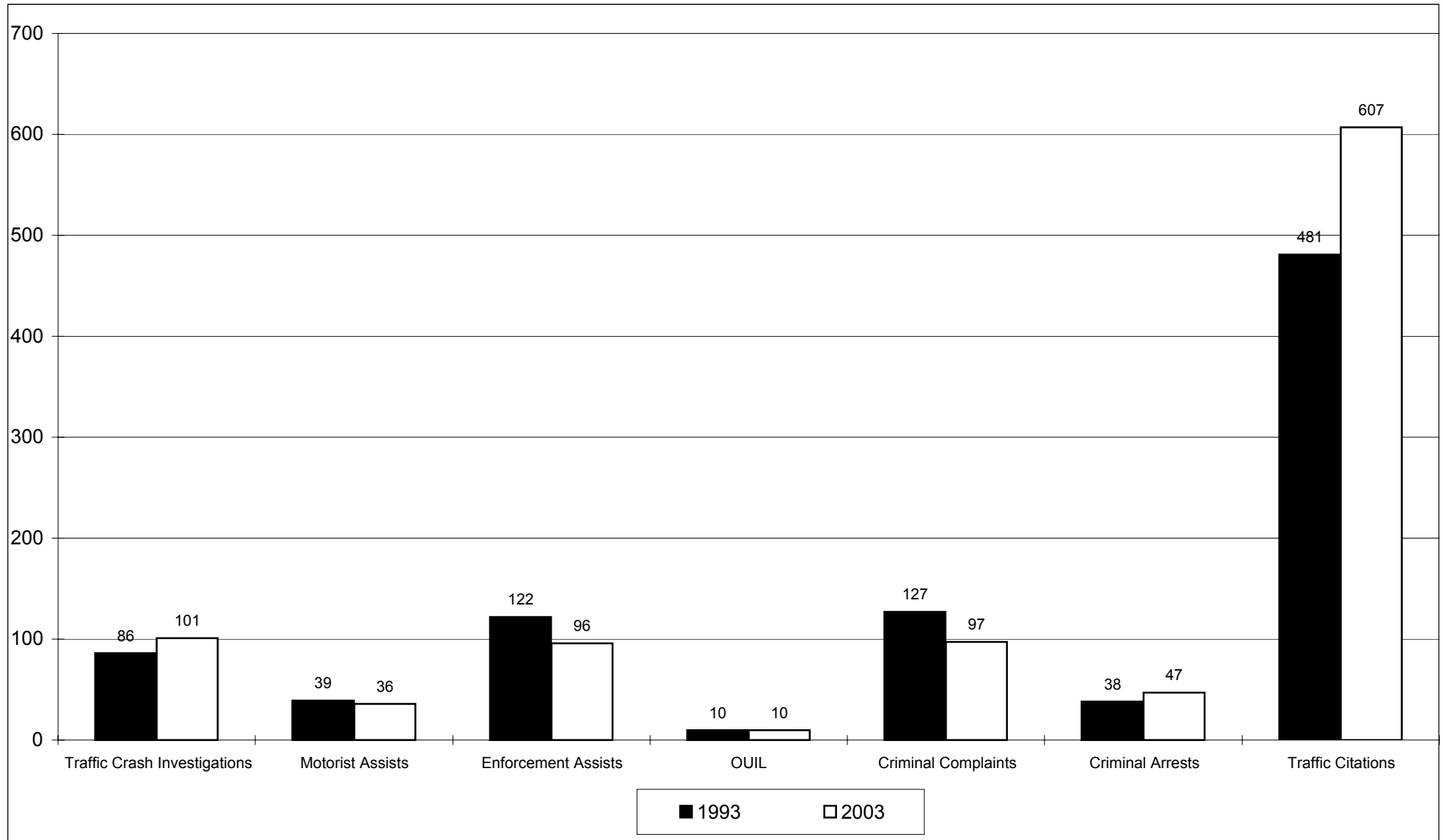
Number of SRP Deputies (Full time Equivalent)



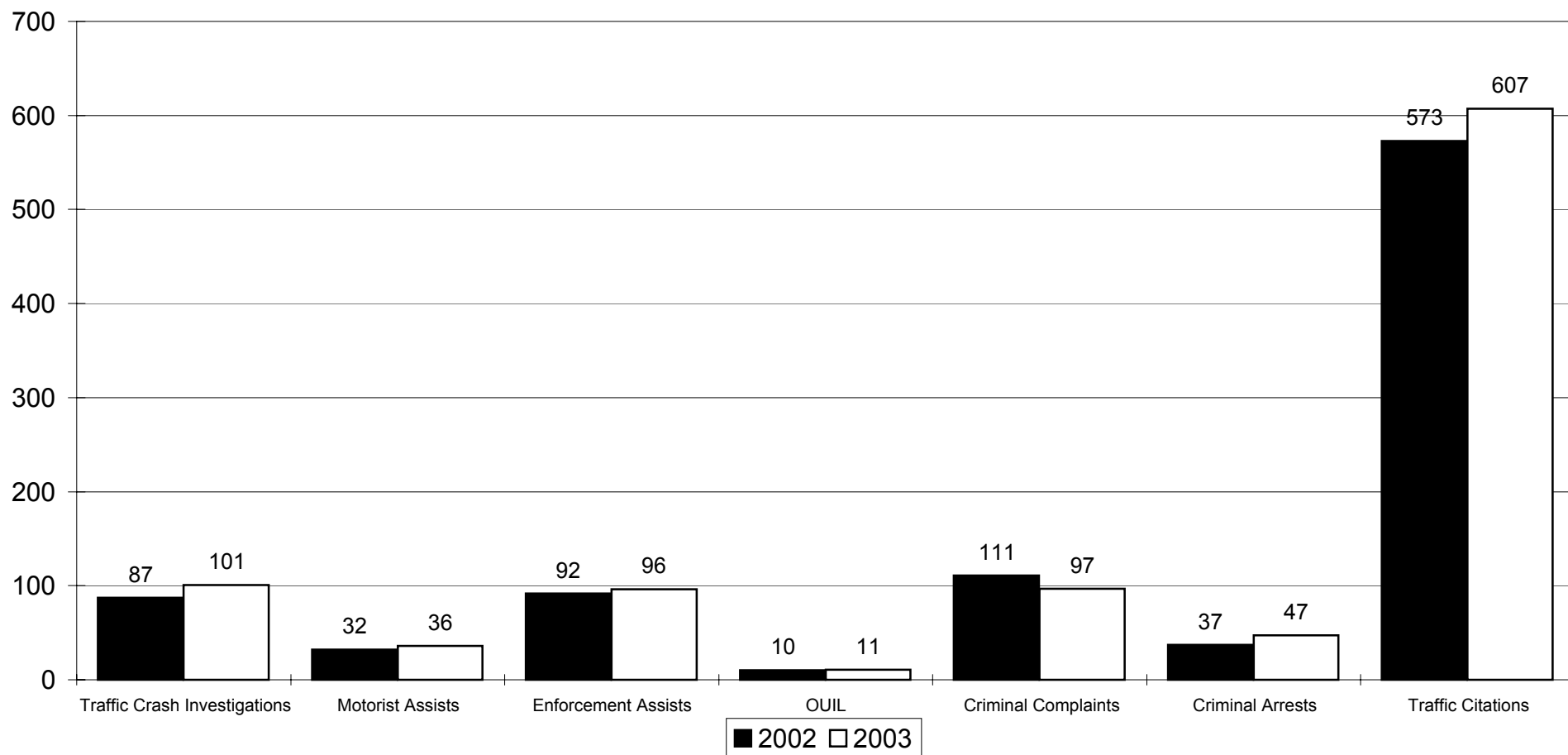
FY03 Average Activities per SRP Deputy



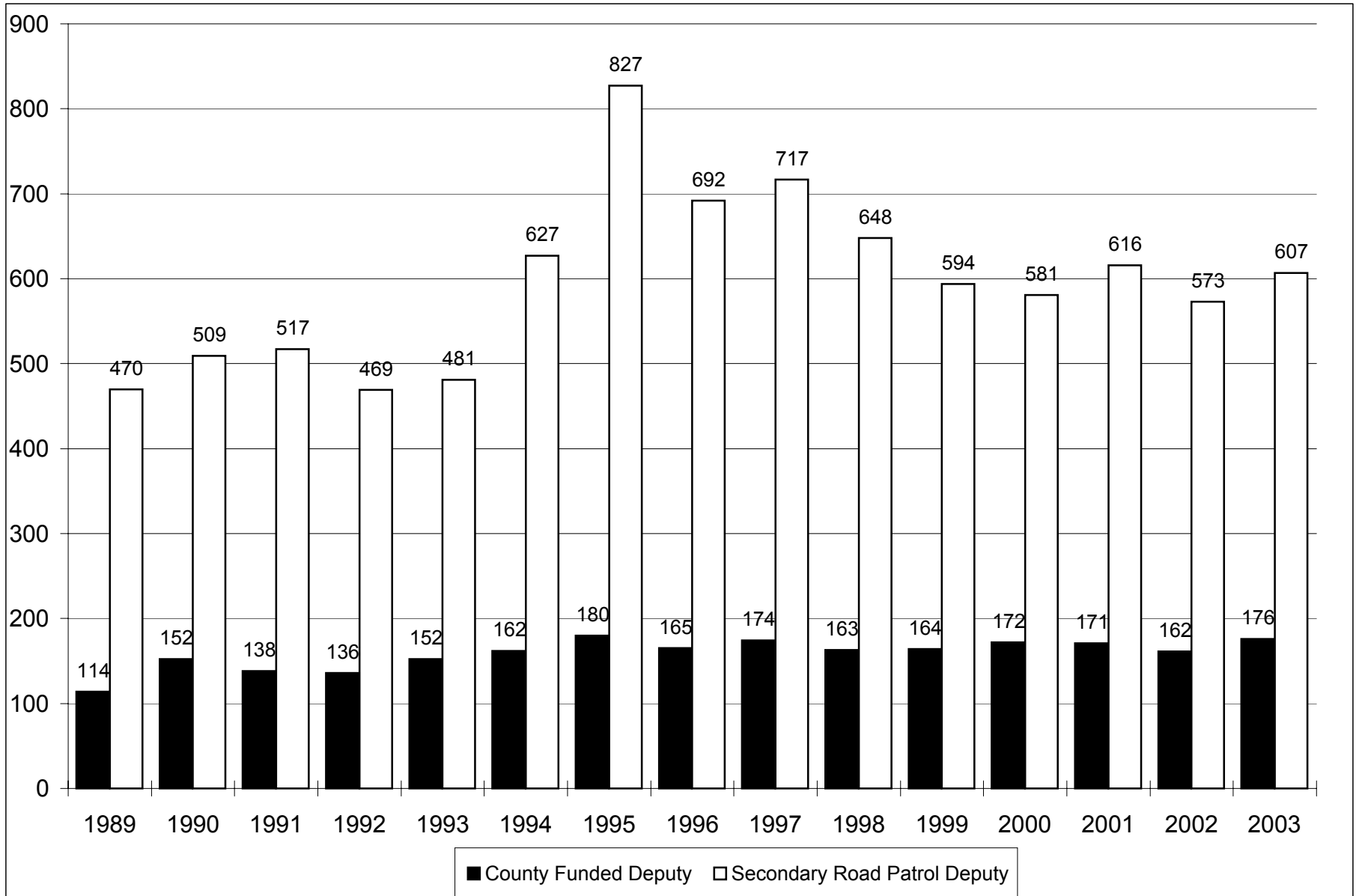
Comparison of Average Activities per SRP Deputy (1993 vs. 2003)



Comparison of Average Activities per SRP Deputy (2002 vs 2003)

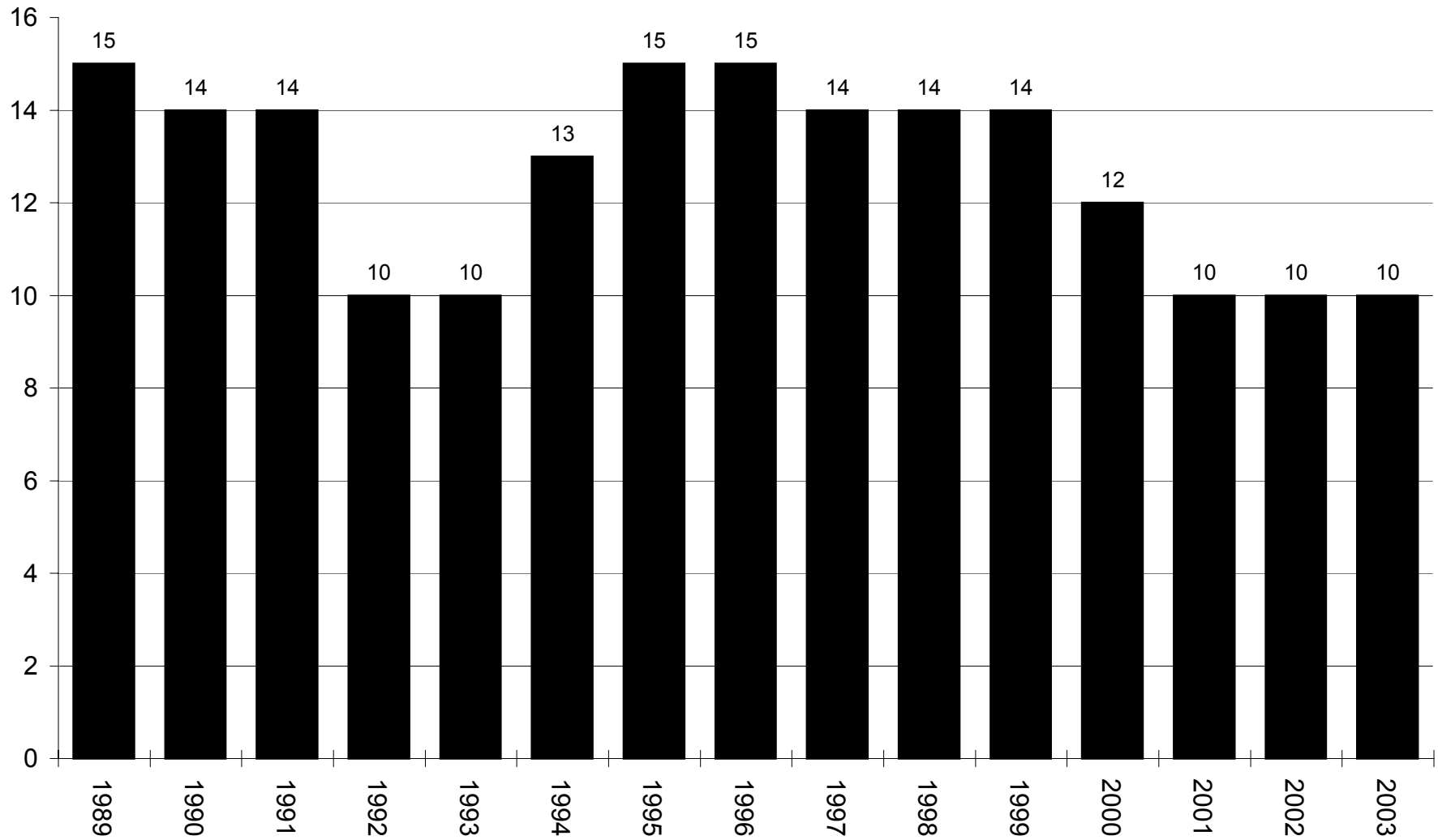


Average Traffic Citations per Deputy

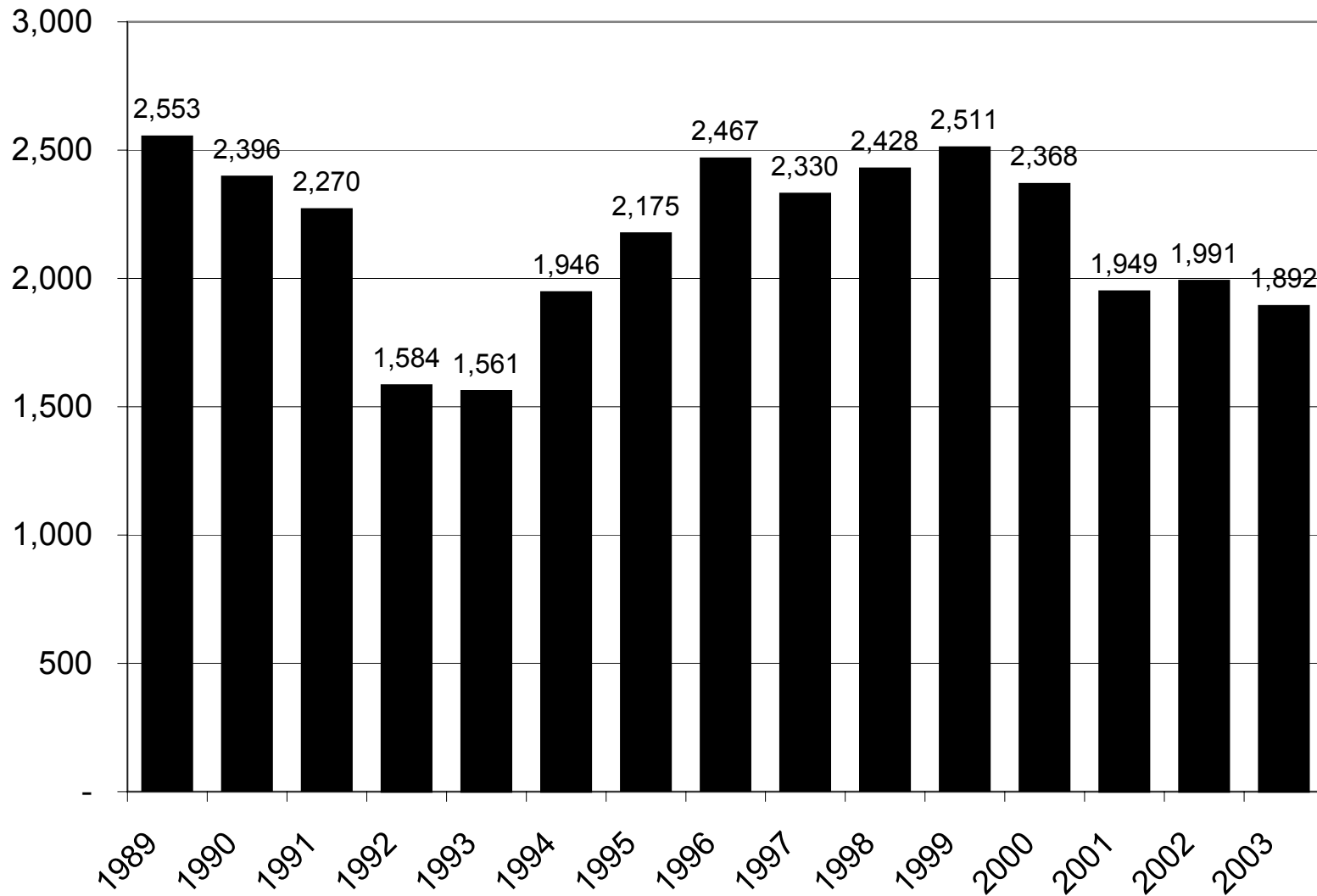


Average OUIL Arrests per SRP Deputy

Total OUIL Arrests by SRP Deputies



Total OUIL Arrests by SRP Deputies



2001-2002 MICHIGAN TRAFFIC CRASH SUMMARY TRENDS

- Michigan experienced a **3.7** percent decrease in traffic fatalities, as well as a **0.2** percent increase in injuries and a **1.3** percent decrease in crashes.
- Deaths among vehicle occupants (drivers and passengers) decreased **4.7** percent.
- Persons sustaining "A" level injuries (the most serious) increased **0.2** percent.

	2001	2002	%CHANGE
NUMBER OF CRASHES			
Fatal Crashes.....	1,206	1,175	-2.6
Personal Injury Crashes.....	80,922	80,567	-0.4
Property Damage Crashes	318,685	313,773	-1.5
Total	400,813	393,515	-1.3
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes.....	419	384	-8.4
Personal Injury Crashes.....	6,484	6,575	1.4
Property Damage Crashes	8,876	8,890	0.2
Total	15,779	15,848	0.4
ALCOHOL-INVOLVED FATAL CRASHES			
Had Been Drinking (HBD).....	419 (34.7)	384 (32.7)	-8.4
Had Not (HNBD)/Not Known if Drinking..	787 (65.3)	791 (67.3)	0.5
PERSONS IN CRASHES			
Killed	1,328	1,279	-3.7
Injured	112,294	112,484	0.2
Not Injured	530,363	528,529	-0.3
Unknown Injury	78,567	72,365	-7.9
Total	722,552	714,657	-1.1
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	461	422	-8.5
Injured	9,431	9,414	-0.2
Not Injured	15,141	15,151	0.1
Unknown Injury	2,020	2,061	2.0
Total	27,053	27,048	0.0
PERSONS INJURED BY GENDER			
Male	50,835	50,514	-0.6
Female	57,318	57,202	-0.2
Unknown Gender	4,141	4,768	15.1
Total	112,294	112,484	-0.2
PERSONS INJURED BY SEVERITY			
"A" Injury.....	10,530	10,556	0.2
"B" Injury.....	26,350	27,771	5.4
"C" Injury	75,414	74,157	-1.7
Total	112,294	112,484	0.2

Note: The 2001 & 2002 information provided for alcohol contains data for alcohol-related crashes only.

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
ALCONA	2	13.25	0	0	92,876	206,413	299,289	1,204	1,688	2,892
ALGER	1	0	0	0	14,635	0	14,635	118	0	118
ALLEGAN	3.75	33	10.25	6.5	84,316	762,987	847,303	3,795	14,175	17,970
ALPENA	1	10	0	1.75	20,605	67,236	87,841	790	501	1,291
ANTRIM	2	13.5	0	0	45,663	258,648	304,311	574	2,836	3,410
ARENAC	1	6.25	1	2	24,573	94,761	119,334	468	1,560	2,028
BARAGA	1	4	0	0	16,190	59,650	75,840	136	153	289
BARRY	1.25	21.75	4	1	30,485	228,160	258,645	1,074	1,680	2,754
BAY	3	18.5	8	5	43,011	325,646	368,657	2,528	3,923	6,451
BENZIE	1	12	0	1	24,309	186,079	210,388	201	1,359	1,560
BERRIEN	4	24	1	0	71,562	492,939	564,501	2,579	6,208	8,787
BRANCH	2	15.75	2	0	54,633	346,910	401,543	2,419	4,245	6,664
CALHOUN	3	17	2	0	88,358	471,513	559,871	3,879	5,180	9,059
CASS	2	20	5.25	2.5	55,212	495,016	550,228	1,014	3,952	4,966
CHARLEVOIX	1	18	0	0	23,934	1,119,373	1,143,307	376	672	1,048
CHEBOYGAN	2	11	0	1	42,759	155,885	198,644	791	1,524	2,315
CHIPPEWA	2	4	0	2	136,705	193,735	330,440	971	670	1,641
CLARE	1	15	6	1.5	12,928	125,202	138,130	7,159	1,317	8,476
CLINTON	1.2	15	0	2	64,808	340,394	405,202	2,402	11,629	14,031
CRAWFORD	1	9.25	0	4.75	37,149	94,419	131,568	1,239	1,815	3,054
DELTA	2	10	0	2	50,166	202,251	252,417	838	2,171	3,009
DICKINSON	2	8.75	4	0	34,269	157,700	191,969	83	912	995
EATON	1.9	22	29	1	25,257	285,163	310,420	920	3,651	4,571
EMMET	1	13	0	3	27,354	402,104	429,458	1,093	5,637	6,730
GENESEE	6	28	16.75	2	125,709	790,264	915,973	3,538	7,071	10,609
GLADWIN	1	8	2	0	21,323	140,132	161,455	542	2,465	3,007
GOGEBIC	1	6	5	1	23,707	174,582	198,289	65	529	594
GRAND TRAVERSE	2	29.3333	15.6666667	0.66667	59,541	901,000	960,541	2,216	9,500	11,716

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
GRATIOT	2	13.75	0	0.75	64,090	370,078	434,168	2,649	5,483	8,132
HILLSDALE	2	24	0	0	58,131	337,975	396,106	1,628	1,950	3,578
HOUGHTON	2	8	0	1	16,322	95,009	111,331	211	1,130	1,341
HURON	2	14	3.875	1	60,695	354,090	414,785	765	3,221	3,986
INGHAM	4	0	0	0	79,057	641,577	720,634	2,798	15,590	18,388
IONIA	2	12.75	3	2.25	46,168	274,657	320,825	1,288	4,748	6,036
IRON	1.5	4	0.5	0	39,190	38,522	77,712	435	255	690
ISABELLA	2	11	2	0	52,874	224,167	277,041	1,489	9,242	10,731
JACKSON	3	42.25	7	2	47,450	532,176	579,626	3,310	6,752	10,062
KALAMAZOO	4	34	9	0	79,614	705,946	785,560	2,497	7,222	9,719
KALKASKA	1	7	4	0	19,269	192,377	211,646	802	1,932	2,734
KENT	6	89	40	4	80,804	1,894,702	1,975,506	4,162	18,161	22,323
KEWEENAW	1	4	0	0	15,036	44,050	59,086	141	320	461
LAKE	1	12	4	0	18,039	202,804	220,843	629	2,567	3,196
LAPEER	2	16	17	0	52,258	0	52,258	1,404	0	1,404
LEELANAU	1	12.75	2	1	34,800	323,878	358,678	481	1,839	2,320
LENAWEE	2	30.5	0	0	55,101	599,473	654,574	5,110	6,688	11,798
LIVINGSTON	4	51	3	8	64,832	558,628	623,460	3,032	6,473	9,505
LUCE	1	0.75	0	0	28,226	3,098	31,324	1,314	0	1,314
MACKINAC	1	5	0	0	19,218	85,317	104,535	580	784	1,364
MACOMB	7	166.25	37.75	5	127,095	1,527,381	1,654,476	6,022	25,661	31,683
MANISTEE	1	5.25	0	2	8,696	122,694	131,390	297	2,709	3,006
MARQUETTE	2	14.125	2.375	0	57,778	214,231	272,009	1,463	1,792	3,255
MASON	1.5	17.75	0	0.5	27,718	201,389	229,107	917	3,932	4,849
MECOSTA	1.3	14.675	0	2	39,666	352,319	391,985	983	4,255	5,238
MENOMINEE	1	11	0	1	39,188	330,566	369,754	401	2,085	2,485
MIDLAND	1.5	23.5	0	0	56,384	383,706	440,090	3,735	12,297	16,032
MISSAUKEE	1	8	0	0	39,663	92,378	132,041	822	1,391	2,213
MONROE	3	40	16	0	33,945	-	33,945	4,024	-	4,024
MONTCALM	2	22.25	1.75	1	47,757	308,460	356,217	1,164	1,858	3,022
MONTMORENCY	0.63	6.87	0	1.5	27,477	223,157	250,634	363	273	636

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Average Full Time SRP Officer	Average County Funded Officers	Average Funded by Local Government Contracts	Average Other Funds	Total Miles by SRP Funded Officers	Total Miles by County Funded Officers	Total Miles	Total Stops by SRP Funded Officers	Total Stops by County Funded Officers	Total Stops
MUSKEGON	2	23.25	4	0	46,432	606,609	653,041	355	3,928	4,283
NEWAYGO	1	21	4	2	34,517	467,133	501,650	1,580	4,517	6,097
OAKLAND	10	31	228.75	0	190,629	0	190,629	4,133	-	4,133
OCEANA	2	9	0	0	55,350	259,413	314,763	792	2,715	3,507
OGEMAW	1	12	2	3	27,463	94,811	122,274	931	1,711	2,642
ONTONAGON	1	6	2	0	7,968	82,539	90,507	228	915	1,143
OSCEOLA	1	11	0	0	16,999	212,259	229,258	199	2,364	2,563
OSCODA	1	9	0	0	23,766	206,994	230,760	312	1,435	1,747
OTSEGO	1	9	0	0	13,887	88,322	102,209	292	1,133	1,425
OTTAWA	3	58	49	0	58,943	748,157	807,100	4,266	4,898	9,164
PRESQUE ISLE	1	8	0	0	34,737	145,722	180,459	344	936	1,280
ROSCOMMON	1	22	0	4	30,678	253,906	284,584	863	4,024	4,887
SAGINAW	4	29	3	5	65,823	526,677	592,500	3,838	5,690	9,528
SANILAC	2	14.5	2.5	4	54,451	208,626	263,077	1,055	4,541	5,596
SCHOOLCRAFT	3	1.5	0	0	7,444	0	7,444	33	0	33
SHIAWASSEE	3	20	0	0	56,239	0	56,239	2,393	0	2,393
ST. CLAIR	2	29	13	0	46,176	680,000	726,176	3,142	5,270	8,412
ST. JOSEPH	2	27	2	0	44,506	271,557	316,063	1,874	5,404	7,278
TUSCOLA	2	11	2	1	47,808	225,474	273,282	2,437	7,032	9,469
VAN BUREN	2	10	7	18	45,295	323,628	368,923	1,586	3,656	5,242
WASHTENAW	3	7	87.5	3	46,367	-	46,367	1,676	-	1,676
WAYNE	14	29	0	0	382,931	461,574	844,505	8,908	14,761	23,669
WEXFORD	1.5	19.5	0	1	49,794	387,469	437,263	765	5,896	6,661
TOTALS	183.03	1544.5	671.916	114.667	4,176,782	26,563,837	30,740,619	139,930	328,459	468,389

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
ALCONA	828	1,085	1,913	412	905	1,317	35	137	5	177
ALGER	88	0	88	71	0	71	8	4	0	12
ALLEGAN	1,345	8,738	10,083	3,012	7,808	10,820	62	118	6	186
ALPENA	439	403	842	462	305	767	14	35	3	52
ANTRIM	283	1,537	1,820	291	1,299	1,590	22	60	5	87
ARENAC	272	867	1,139	280	1,140	1,420	22	16	9	47
BARAGA	105	134	239	27	71	98	15	8	1	24
BARRY	687	1,450	2,137	1,331	520	1,851	30	129	0	159
BAY	685	1,213	1,898	1,843	2,667	4,510	4	94	0	98
BENZIE	127	803	930	70	435	505	19	21	4	44
BERRIEN	0	0	0	3,200	2,914	6,114	425	929	28	1382
BRANCH	786	2,287	3,073	1,787	1,542	3,329	8	185	4	197
CALHOUN	758	49	807	3,775	6,030	9,805	219	770	57	1046
CASS	1,026	2,500	3,526	697	2,764	3,461	12	315	0	327
CHARLEVOIX	1,926	684	2,610	115	383	498	26	91	0	117
CHEBOYGAN	897	818	1,715	652	893	1,545	57	91	8	156
CHIPPEWA	572	664	1,236	728	588	1,316	67	83	0	150
CLARE	283	896	1,179	380	796	1,176	19	45	4	68
CLINTON	786	3,223	4,009	1,721	8,940	10,661	68	201	31	300
CRAWFORD	752	1,211	1,963	998	1,557	2,555	93	62	1	156
DELTA	584	2,911	3,495	480	1,307	1,787	56	63	0	119
DICKINSON	24	361	385	114	711	825	46	57	5	108
EATON	309	1,966	2,275	1,217	2,060	3,277	59	256	0	315
EMMET	797	3,960	4,757	296	1,667	1,963	15	74	0	89
GENESEE	1,538	4,864	6,402	2,000	2,207	4,207	60	98	14	172
GLADWIN	211	1,468	1,679	323	1,478	1,801	199	445	19	663
GOGEBIC	40	302	342	17	194	211	22	16	23	61
GRAND TRAVERSE	852	3,000	3,852	2,002	29,000	31,002	182	308	4	494

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
GRATIOT	1,228	3,057	4,285	1,746	2,649	4,395	33	72	2	107
HILLSDALE	514	798	1,312	923	1,649	2,572	299	259	30	588
HOUGHTON	133	538	671	78	362	440	10	38	3	51
HURON	752	4,365	5,117	243	1,083	1,326	78	139	4	221
INGHAM	1,085	11,041	12,126	1,868	6,969	8,837	151	440	13	604
IONIA	427	2,660	3,087	1,060	2,651	3,711	70	166	10	246
IRON	425	245	670	174	136	310	56	38	5	99
ISABELLA	713	3,209	3,922	773	6,313	7,086	23	200	8	231
JACKSON	277	3,042	3,319	4,234	10,719	14,953	141	459	0	600
KALAMAZOO	1,052	4,751	5,803	2,256	3,938	6,194	436	415	11	862
KALKASKA	105	324	429	917	1,676	2,593	27	49	0	76
KENT	1,254	12,333	13,587	3,883	8,910	12,793	70	336	4	410
KEWEENAW	115	239	354	26	81	107	16	8	5	29
LAKE	462	1,603	2,065	401	1,456	1,857	13	59	4	76
LAPEER	642	0	642	516	2,512	3,028	7	228	2	237
LEELANAU	293	1,095	1,388	188	744	932	22	72	0	94
LENAWEE	237	2,577	2,814	4,841	4,023	8,864	136	91	0	227
LIVINGSTON	1,131	2,340	3,471	3,035	5,564	8,599	121	203	46	370
LUCE	1,710	0	1,710	458	-	458	14	14	2	30
MACKINAC	206	344	550	510	92	602	7	4	8	19
MACOMB	2,015	13,920	15,935	6,815	13,021	19,836	130	347	0	477
MANISTEE	207	830	1,037	67	294	361	6	20	0	26
MARQUETTE	658	1,292	1,950	1,212	845	2,057	33	42	0	75
MASON	688	3,967	4,655	253	668	921	61	180	0	241
MECOSTA	563	2,896	3,459	1,016	2,236	3,252	7	216	2	225
MENOMINEE	187	1,585	1,772	247	987	1,234	32	123	6	161
MIDLAND	1,405	6,102	7,507	1,974	6,195	8,169	57	427	18	502
MISSAUKEE	676	740	1,416	211	486	697	43	81	16	140
MONROE	544	0	544	3,480	10,922	14,402	93	116	0	209
MONTCALM	255	1,162	1,417	1,435	1,248	2,683	70	238	7	315
MONTMORENCY	273	2,573	2,846	242	1,292	1,534	17	28	0	45

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Verbal by SRP Officers	Total Verbal by County Officers	Total Verbals	Total Citations by SRP Officers	Total Citations by County Officers	Total Citations	Total Accidents on Trunk Lines	Accidents on Secondary Roads	Accidents Investigated in Cities and Villages	Total Accidents
MUSKEGON	294	1,598	1,892	305	4,024	4,329	51	113	4	168
NEWAYGO	861	3,588	4,449	719	1,251	1,970	18	74	1	93
OAKLAND	1,236	3,630	4,866	7,098	48,330	55,428	31	95	0	126
OCEANA	600	1,600	2,200	210	1,097	1,307	40	97	0	137
OGEMAW	533	977	1,510	802	1,295	2,097	12	50	1	63
ONTONAGON	116	730	846	112	185	297	12	11	4	27
OSCEOLA	177	1,862	2,039	36	1,557	1,593	20	80	3	103
OSCODA	172	715	887	225	720	945	33	56	0	89
OTSEGO	96	548	644	217	664	881	14	22	0	36
OTTAWA	729	9,962	10,691	3,555	5,273	8,828	12	178	3	193
PRESQUE ISLE	240	691	931	104	245	349	33	53	6	92
ROSCOMMON	494	2,902	3,396	506	1,228	1,734	19	52	0	71
SAGINAW	2,696	4,560	7,256	2,120	2,851	4,971	55	300	18	373
SANILAC	381	1,444	1,825	851	2,456	3,307	73	176	2	251
SCHOOLCRAFT	13	0	13	20	-	20	0	5	4	9
SHIAWASSEE	1,007	0	1,007	1,323	-	1,323	86	271	51	408
ST. CLAIR	1,660	800	2,460	1,630	1,952	3,582	80	315	0	395
ST. JOSEPH	412	1,575	1,987	1,462	3,424	4,886	150	347	8	505
TUSCOLA	1,078	4,277	5,355	2,170	4,040	6,210	45	150	6	201
VAN BUREN	1,146	2,179	3,325	440	1,467	1,907	60	121	0	181
WASHTENAW	494	0	494	1,963	-	1,963	1	242	0	243
WAYNE	2,772	1,271	4,043	11,136	5,952	17,088	0	28	29	57
WEXFORD	247	2,684	2,931	731	4,144	4,875	43	114	16	173
TOTALS	54,686	184,615	239,301	111,118	272,057	383,175	5,031	12,769	593	18,393

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
ALCONA	21	1	7	6	204	145	71	921	42
ALGER	2	0	1	0	117	29	35	39	48
ALLEGAN	90	13	29	0	794	32	156	250	53
ALPENA	21	0	6	0	24	56	13	49	66
ANTRIM	27	2	7	1	307	73	14	38	146
ARENAC	5	0	1	2	54	16	25	115	0
BARAGA	9	0	0	1	18	9	4	12	35
BARRY	33	3	31	2	25	23	61	128	151
BAY	23	13	0	0	265	57	24	116	59
BENZIE	12	1	2	0	570	16	7	0	10
BERRIEN	176	0	80	80	38	29	4	0	0
BRANCH	13	1	7	6	114	138	49	90	31
CALHOUN	148	11	46	19	657	555	273	301	149
CASS	10	10	4	1	74	47	97	159	47
CHARLEVOIX	2	0	4	4	69	70	192	301	124
CHEBOYGAN	3	0	1	0	113	80	51	45	97
CHIPPEWA	25	19	25	8	227	142	55	3	102
CLARE	25	1	10	0	12	8	50	299	22
CLINTON	46	25	28	23	677	162	140	64	40
CRAWFORD	12	1	8	47	431	81	93	174	120
DELTA	21	0	3	1	226	118	72	153	112
DICKINSON	31	2	2	1	118	64	1	18	45
EATON	16	1	8	2	112	61	39	286	58
EMMET	9	3	3	3	0	27	21	0	143
GENESEE	11	0	1	1	0	0	112	2,662	293
GLADWIN	69	16	52	52	244	1,483	16	33	11
GOGEBIC	0	0	4	0	94	3	27	22	11
GRAND TRAVERSE	24	1	4	3	66	96	104	332	105

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Files	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
GRATIOT	2	1	3	3	584	100	37	35	109
HILLSDALE	28	1	11	4	33	14	53	82	21
HOUGHTON	9	0	0	0	76	38	59	6	40
HURON	37	16	31	10	287	58	47	120	93
INGHAM	18	1	4	0	163	264	137	219	51
IONIA	28	0	7	6	304	76	51	87	99
IRON	38	0	8	8	112	112	123	210	382
ISABELLA	0	0	0	0	161	6	41	111	71
JACKSON	29	0	13	0	1,107	145	122	140	128
KALAMAZOO	14	0	5	291	285	149	260	392	68
KALKASKA	2	0	3	3	74	38	88	48	35
KENT	32	0	7	0	150	33	765	1,277	0
KEWEENAW	4	0	0	0	74	22	20	3	3
LAKE	17	4	11	11	115	64	11	112	11
LAPEER	8	1	0	0	11	91	124	317	131
LEELANAU	7	0	0	0	81	24	59	7	8
LENAWEE	10	1	2	2	45	51	4	77	3
LIVINGSTON	47	8	39	39	307	269	247	108	75
LUCE	19	0	23	1	86	32	45	4	59
MACKINAC	2	2	3	0	28	23	33	2	30
MACOMB	179	26	49	49	246	246	500	1,789	374
MANISTEE	4	1	4	2	126	62	4	7	16
MARQUETTE	8	0	6	6	113	4	121	112	111
MASON	12	0	0	4	454	77	38	485	38
MECOSTA	4	0	0	0	18	1	97	23	17
MENOMINEE	12	0	3	1	151	111	15	45	46
MIDLAND	41	5	7	9	199	114	106	298	53
MISSAUKEE	7	0	17	17	539	84	36	119	52
MONROE	37	8	15	15	42	25	49	307	71
MONTCALM	21	0	12	0	0	78	128	55	47
MONTMORENCY	0	0	2	0	7	20	12	270	20

2003 Secondary Road Patrol Summary from Semi-Annual Reports

	Total Arrests/ Alcohol	Total Arrests/ Controlled Substances	Total Open Container Citations	Total Open Container Arrests	Total Crime Reports Files	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments
MUSKEGON	4	1	0	0	18	9	45	103	38
NEWAYGO	14	15	49	41	250	137	8	64	34
OAKLAND	3	4	5	0	44	32	274	489	304
OCEANA	40	0	65	0	510	169	55	73	84
OGEMAW	5	1	3	1	128	51	28	48	22
ONTONAGON	5	1	0	0	29	9	0	6	6
OSCEOLA	2	0	0	0	312	53	9	76	19
OSCODA	7	0	2	2	289	58	13	22	26
OTSEGO	22	2	1	1	60	64	30	35	58
OTTAWA	3	0	9	0	47	14	36	0	20
PRESQUE ISLE	4	0	4	0	102	36	7	29	35
ROSCOMMON	1	1	1	3	126	74	5	54	45
SAGINAW	49	2	44	44	382	285	113	191	303
SANILAC	5	0	2	2	49	137	35	114	95
SCHOOLCRAFT	1	0	0	0	3	3	9	3	13
SHIAWASSEE	37	2	11	11	1,568	230	79	299	207
ST. CLAIR	8	0	2	0	45	47	301	317	63
ST. JOSEPH	0	0	0	0	828	42	20	55	54
TUSCOLA	10	1	9	0	17	8	8	105	55
VAN BUREN	21	0	1	12	109	216	76	133	102
WASHTENAW	18	0	2	0	28	108	44	354	33
WAYNE	68	17	21	14	942	713	32	1,401	294
WEXFORD	5	0	4	3	243	79	76	114	41
TOTALS	1,892	246	894	878	17,757	8,625	6,541	17,562	6,333

Information obtained from the Semi-Annual Reports submitted by the counties.